FRIDAY EVENING, AUGUST 10.

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TISING,IF, UPON A PROPER TEST,

THE ABOVE STATEMENT IS NOT

WELCOME TO THE PREMIER.

VERIFIED.

The arrival of Mr. BLAINE this morning has revived the spirits of his friends after the disappointment of his absence from last night's showy and pleasant demonstration. The bay was crowded with welcoming steamers long before the City of New York came up from Sandy Hook, and the decorations on the boats and the dock made the scene a gay one in the bright and pleasant

Mr. BLAINE at once plunges into the issue of Protection, and expresses his belief that the Republican candidates will be elected on that question even if their personal excellence should not be sufficient of itself to carry them to victory. Well, he has been for some time in the company of a highly protected millionaire manufacturer, and his views may on that account be somewhat onesided. He will soon be talking to the people at home and feeling the popular pulse, and everybody will rejoice that his vigorous health will enable him to take an active part in the campaign.

Some Republicans look gloomy because their chief arrives on a Friday. But that is superstitious nonsense. His arrival was delayed by the failure of a vacuum pump, an accident which could scarcely have happened if Gen. HARRISON had been on board.

AN INSUFFICIENT PUNISHMENT.

sterday a dealer in lottery policies pleaded guilty, and was sentenced by Judge MARTINE to pay a fine of \$25. The courts do not regard gambling as a heinous offense, especially while the law sanctions the business on the Stock and Produce Exchanges, and hence is apt to be lenient with such offenders. But policy dealing is the worst description of gambling-a mean and despicable business, which finds its victims among young men and the dregs of the population.

In this case the prisoper was allowed by the District-Attorney's office to plead guilty of misdemeanor, and thus to evade the count of the indictment which charged him with felony. The maximum punishment for this offense is two years' imprisonment or \$1,000 fine, or both. The fine of \$25 is wholly worthless as an example, and is no real punishment, inasmuch as the accused can make it up out of lads and broken-down gamblers in half an

PROTECTIONIST CONSISTENCY.

Two witnesses examined by the Congressional Immigration Committee yesterday were brought over to the United States by the "protected" woollen house of JAMES LEES & Sons, of Bridgeport, under a labor contract. THOMAS W. WATSON bound himself to work for one year as cloth-finisher at \$17.50 per week. This, Warson swears, was not only less than American workmen receive, but was less than he could have earned in England if business there had not been stagnant. FREDERICK W. GRAHAM. A dyer, was brought over under a similar con-

The probability is that the members of this protected woollen firm are roaring Repub-lican protectionists who denounce the Democrate as the enemies of American labor. Yet while they are protected by a war tariff they import English contract labor for which they pay actually less than the "pauper" wages paid in England.

MAXWELL, the trunk murderer, suffered death by hanging at St. Louis this morning, The friends of the condemned man made strenuous efforts to obtain a brief respite but Gov. MOREHOUSE was firm and the Sentence was carried out. A graphic and interesting account of the execution will be found in our columns.

He Was Cut Up. [From the Surlington Free Press.] ith-Hello, Travis! You look awfully cut

THE WORLD. BLAINE HERE!

The City of New York Comes in at Last.

Delayed Twelve Hours by a Broken Vacuum Pump.

Graphic Story of the Yoyage by Mr. T. C. Crawford

Who Accompanied Mr. Blaine as "The World's " Representative ?

'The World's" Tug Gets the First News to the Steamship.

Mr. Blaine Confident of Republican Victory.

Very Little Incident on the Voyage Across the Ocean.

(SPECIAL TO THE EVENING WORLD.) SANDY HOOK, Aug. 10.-The first object that greeted the eyes of Mr. Blaine as he looked out of the window of his statemoom this morning was the long blue streamer with the words " fur World" on it flying from the flagstaff of THE WOLLD's tug.

Since the City of New York left Queenstown no craft has touched her iron sides until THE WORLD tug bailed the great ship.

It was just at daybreak, and the long roll of the open ocean made it a perilous task to toard the steamer, then five miles outside the Hook, and learn from T. C. Crawford. the London correspondent of THE WORLD,

The passage has been almost without inci-

The breaking of the vacuum pump in the engine, which delayed the ship twelve hours, was the only exception.

Mr. Blaine enjoyed every hour of the voy age, and remained on deck nearly the whole time. He made many acquaintances among the passengers and took a lively interest in everything that was going on.

The City of New York anchored at sunrise ontside the bar. The eager passengers were given all the latest news, and the announce ment of Gen. Sheridan's death was received

At ten minutes after 5 o'clock THE WORLD tug dipped its flag, saluted and steamed away, while the passengers shouted adieu and gave expressions of thanks.

They expressed high appreciation of the

They expressed high appreciation of the enterprise of THE WORLD.

The noise aroused Mr. Blaine, and his well-known features were seen for a mement at the porthole of his stateroom. The pilot shouted out that he would not start up for quarantive until 7 o'clock, and a score of sallors were busy hoist ng a fine display of floor from every war out the steamahn. flags from every spar on the steamship.

BLAINE CONFIDENT OF HARRISON'S ELECTION. Mr. Blaine said he was confident that Har-rison and Morton would be elected. He relied not only on the personal popularity and records of the candidates to carry them to victory, but even if these should fall, the paramount issue of protection to American labor was enough to achieve a triumph.

When questioned regarding the States in which the Republican candidates would make the largest gains for their party, Mr. Blaine said:

Every State that has a protected manu-facturing industry should come to their sup-port. The more factories in the State, the greater the gains. It is no longer a question of politics, but one of protection to our free firesides."

greater the gains. It is no longer a question of politics, but one of protection to our free firesides."

"How does the new tariff bill, introduced by Mr. Mills, please you?" was asked.

"That is the bill to which I make objections. If not a tree-trade measure, it is so near free trade as to terrify the working-people with a menace of low wages.

"Will the Mill's bill become a law?"

"Of course I do not know. I hardly think it, however."

"Will you speak in the coming campaign?"

"I shall, though I cannot say how many times, that depends upon many things which I cannot know at this time. I should like to talk to my old friends in Maine, and shall not probably leave the State when I get home until after the September election. Still that depends upon so much that is unknown that I cannot speak with certainty."

"And your health, Mr. Blaine?"

"Excellent. I am feeling vigorous, very vigorous. My trip has renewed my youth."

NO ATTEMPT TO MAKE PAST TIME.

There was no attempt to make fast time on this first trip, and except for their impatience at the somewhat slow time the passengers enjoyed a remarkably pleasant voyage. There was the first delay at Queenstown, where, on Friday night, there was a stoppage of the pump and a wait of twelve hours for repairs. She is a speedy one, however, and after the first day of delay she made 420 knots. Then for three days 441, 425 and 448 each day.

Mr. Blaine came on board in the best of health and spirits, as did all the other members of his party.

It was a cool evening for the run out of Liverpool and down the channel, and Mr. Blaine sat upon the promenade deck and witched with evident pleasure the receding English shores.

watched with evident pleasure the receding English shores.

He did not go ashore at Queenstown, but chatted freely with many Irish reporters who came on the new ship without being interviewed by them at all. He took the all-day wait without grumbling, and watched to the busy mechanics repairing a large steam pipe, which was leaking.

Thursday night 270 miles had been made. There was a good sea running, enough to make any ordinary Atlantic liner roll, but the City of New York was very steady. Saturday brought a high sea and easy sailing

urday brought a high sea and easy sailing and impatience at the slow rate maintained. Only 186 miles were made up to noon of that

ME. BLAINE NOT SEASICE.

MR. BLAINE NOT SEASICE.

Mr. Blaine, who is very sensitive to seasickness, was not at all ill, but took his meals regularly, and spent much time in the Captain's room, with Messrs. Griscom, Scott. Cossett and Lord Loughmore.

He was a good story teller and repeated some whi h Gen. Grant had told him. Especially, one of a soldier who did a great deal of marine service.

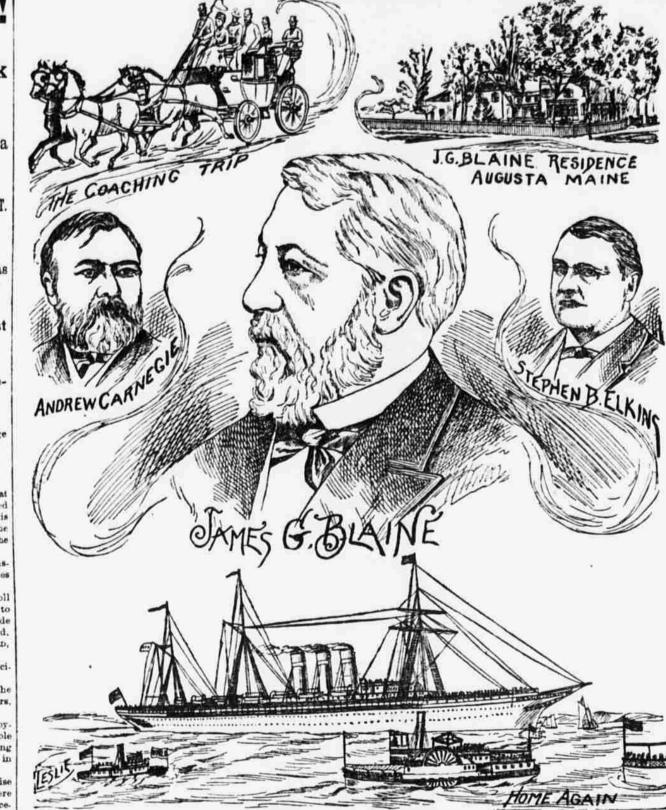
of marine service.

On Wednesday evening the saloon was turned into a court room for the mock trial of Marshall P. Wilder for breach of promise.

of Marshall P. Wilder for breach of promise.

J. R. Dos Passos prosecuted and Col.
Kowaisky of California, and Father O'Reilly
was the Judge.

It was a rich treat of fun, and Mr. Blaine
laughed as hearily as any one present.
There were plenty of incidents off the banks.
The big ship ran through a fleet of
fishing vessels, and while the fog
was still on the City of Chicago ran by
toward Liverpool. As the two graft were
within a quarter of a mile of each other many



escape.

The final days of the trip were mainly given up to wishing for an early arrival. Mr. Blaine, who had become very popular with everybody on board, was on deck a large part of the time.

Mr. Biaine was free in his talk on American

Mr. Biaine was free in histalk on American topics and was always willing to explain national matters to in ending citizens.

7.30 A. M.—The City of New York is still at her anchor five miles off from Sandy Hook. Beyond The Woslid tug and the mail bost Fletcher, no loost has been near her.

7.35 A. M.—The City of New York has just weighed anchor and started for the city.

COMING UP THE BAY.

incidents After the Visit to Mr. Blaine by 'The World's" Boat.

SPECIAL TO THE EVENING WORLD. SANDY HOOK, Aug. 10 .- The initial trip of the City of New York cannot be called a very stanch Germanic, of the White Star line. stanch Germanic, of the white Star line, came in and went out to sea again. She has not yet put in her appearance off the Hook, although expected to-day.

Not knowing of the delays, the marine observers here predicted that the new steamship would not arrive until this afternoon or

Have you seen the Germanic ?" was the

prevailing question which was put to the representatives of THE EVENING WORLD as they steamed clorgside the big ship at 5 o'clock this morning.

THE WORLD reporters had kept close watch

The World reporters had kept close watch all night and the night previous and were out to meet the steamer hours before any other boat except the side wheeler Fietcher, which went on its regular mail trip at 6 o'clock.

The City of New York came to anchor at 4.30 a. M. about five miles off Sandy Hook and began making preparations for her run up to the city. The weather was quite clear, so she could be plainly seen. The wind was blowing strong from the northeast, and whitecaps and long swells were rolling over each other and dashing against the long black hull of the steamer, but they were far too small to make her heed their presence.

A MIGHTY STANCH VESSEL.

A MIGHTY STANCH VESSEL.

It would, indeed, take a tremendous sea to make her roll or plunge. She drew twenty-one feet of water forward.

Many of her steerage passengers were on deck when The Woall fur ting drew nigh, and a few of the cabin passengers, and several had startling yarns for the reporters, thinking they would believe all they said. One told how sick Mr. Blaine had been and how he was shivering in the inner cabin, afraid to come out on deck, and another recited how their arrival had been delayed several days by a disastrous accident to the machinery.

was splurging through the water trying to get within hailing distance of the long-tx sected craft. It was another newspaper special boat, and it was just three hours behind The Evenino World in trying to get the news in the news that the new wait for the mile. They did not come on until

the news.

The wee, slow tug struggled with a big The wee, slow tug struggled with a big flag, got within speaking distance and had just time to ask wisely: "Is Mr. Blaine on board?" and get a laugh in return, while the Inman babe ru-hed on towards Quarantine. She had come to New York and New York's typical paper had welcomed her. The remainder of the work was with the Entertaining Committee of Republicans who had waited so long to do their graceful duty.

THE STORY OF THE VOYAGE,

A Graphic Log Kept by "The World's Representative on Board.

Mr. T. C. Crawford, who has for some time acted as the chief London correspondent slow one, even counting the time wasted in delays. While she lay at Queenstown hav. Mr. Blaine on the City of New York and

wrote the following graphic account of the passage:

The City of New York, the new steamer of the Inman and International line, arrived off Quarantine early this morning. Great interest has teen felt in the saveamer on account of her having on board Mr. Blaine and family, and in the further fact of aer being a new model intended to revolutionize ocean travel between New York and Europa.

The problem of absolute safely and the maximum of comfort appears to have been completely solved in this new vesse. Through actual test of heavy seas the city of New York rode almost without motion. She did not pitch at all, and only rolled sightly upon one day of the journey.

There was no attemnt made upon this trial trip to make fast time. Such an attempt with new machinery would have resulted in overheating. The crossing was made without any overheating of a angle journal.

There was a delay at Queenstown owing to some trouble with the steam pipes. That port was not left until 8 30 o'clook Thursday evening. There was a delay of ten hours the next day owing to a defect in the steam pumps. After that there was no trouble.

A MIGHT STANCH VESSEL.

It would, indeed, take a tremendoms sea to make her noil or plunge. She drew twenty one feet of water forward.

Many of her steerage passengers were on deck when The World to grew migh, and a few of the cabin passengers, and several had startling yarms for the reporters, thinking they would believe all they said. One told how sick Mr. Blaine had been and how he was silvering in the inner cabin, straid to come out on deck, and smother recited how their arrival had been delayed several days by a disastrous accident to the machinery.

But no one on beard manifested any anx.

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All the foverment's monitors passed un tow not far off, and a whole fleet of saling years of the decks with the said up the hay went on deliberately. One of the Governmen's monitors passed un tow not far off, and a whole fleet of saling years for our propertion were headed out to sea, but none of them anchored near.

All the movements of the boat indicated extreme cautiousness.

POINTED TOWARD THIS CITY.

Although the tide was rising at the time The World's the said on the propertion were headed on the sum of the propertion were headed on the propertion were headed on the sum of the propertion were headed on the sum of the propertion were headed on the sum of the properties of the

AT QUEENSTOWN.

The arrival at Queenstown was made soon after 7 o'clock in the morning. Then there was a long wait for the mist. They du not come on until nearly 1 o'clock. Here were six hours lost on one of the most beautiful and sparking servene of days. Daying this time the vessel should have gone at least 125 miles. By 10 o'clock Irish reporters awarmed all over the ship. All sought to interview Mr. Bisine. He shock hands with them and smiled with great benevolence, but declined all interviews. All of the irish rep river wound wind up: "How is your leain 7" and to this Mr. Bisine always replied: "Very well, thank you."

Many of the passengers went sahore at Queenstown. Note of Mr. Bisine's party left the ship. Mr. Bisine, after his year and a nail of sight-seeling in Europe, felt that he had seen all that he cared to. He linstrated his failing with mere sight-seeling by expressing his sympahy for the much travelled Ringiss nobleman who asked his courier what I are was to see in a certain small town on head of the cared and the course what I are was to see in a certain small town on

what t ere was to see in a certain small town on the ron e. "Nothinz, my lord."

"Then we will stay there a month," was the

prompt reply.

It was during the leisurely visit at Queens'own that I learned several interesting part collers concerning this American enterprise involved in the re-equipment of the luman an International line.

In the first place, one could something over cerains in American enterpilse invoved in the re-equipment of the luman an International line. In the first place, she cold som thing over 2550,000 sterling. She is under contract with heavy pensities upon the part of the builders to make the distance retween and and land in five datas and filteen hours. The pensity will not use enforced for two or three trips, until the men handling her nave learned best how to develop her steam power. The Etruria did not reach her best record until she and seen running over four years. She has over 19,000 horse power. There is only one vessel, and that belongs to the Spatish bavy, which has greater oriving power. A statistician connected with the builders has estimated that if it esteel med in the City of New York were made into needies turre would be enough to ceach to the moon and back four times. Her average consumption of coal will be 250 tons a day.

She is obliged to fly the British flag owing to our about navigation laws, although she is mainly toult with American money, and is a direct result of American enterprise.

Her owners receive a subsidy from the British Government of £10,000 a year for the privilege of theirs able to take the vessel in the event of war. Besides this the revenue from the English malls amounts to £18,000 a year for the whole line. The British Government secures every new vessel built for any of the Atlantic lines by paying for the privilege of taking them at a proper valuation in case of necessity. In resurn for the subsidy paid and which amounts in the case of the city of New York to over 3 per cent. On her cost, the commany is onliged to man her throughout with Englishmen. The American managers have a clause in their agreement with the British Government at least to other owners. It is the hope of the present managers to secure from our Government at least to other owners. It is the hope of the present managers to secure from our Government at least to other owners. It is the hope of the present managers to secure from our Government at least

Just as the captain turned the bow of his majestic craft towards the city he glaned to the majestic craft towards the city he glaned to the common the proper while the white Star line coming into port.

It was the Germanic which had steamed so proudly out of Queenstown barbor while the clity of New York leads and delighted with the two flowers of the steamer stores. There was great rejoicing among the passengers over this victory, and it may a hearty bumper was drank is given to the main dock, with a sir break ast to this first victory of the new-time conqueror.

The scene at this moment was a magnificent one. The bay was at its bost and the steamer looked very pretty, while on shore no end of twenty pretty, while on shore no end on the prometic of the very pretty, while on shore no end of the steamer of bounting was run up in honor of the new-comer. The marine tower at Sandy Hook was the conditions are all the steamer of the protection of the very pretty, while on shore no end of bunning was run up in honor of the new-comer. The marine tower at Sandy Hook was the steamer and of bunning was run up in honor of the new-comer. The marine tower at Sandy Hook was the steamer and of bunning was run up in honor of the new-comer. The marine tower at Sandy Hook was the steamer and the control of the very pretty, while on shore no end of the steamer and the control of the very pretty, while on shore no end of the steamer and the control of the very pretty, while on shore no end of the steamer and the control of the very pretty, while on shore no end of the steamer and the control of the very pretty, was the star of the steamer and the control of the very pretty, was the control of the very pretty, was the star of the steamer and the control of the very pretty of the star of the steamer and the control of the very pretty of the star of the star

bigher. There was a long swell, which broke into white cas a and struck with great force a simulative sides of the saip. But the vessel selfer pitched nor rotles. I the vessel had only seen going anead full speed every one would have been delignted. The chief worry felt by every one was that there might be such delay as to create unexaltes and the rots upon the part of relatives and frends on shore.

ness and decrees upon the part of relatives and friends on shore.

At 17 Saturday the captain posted a run of only 188 miles, but after that there were no more delays. All Saturday attenness and sanday night three was a heavy sea rounner. The wonderful steadoness of the vessel was constant subject for remark. Mr. B sine, who is very sensitive to suy motion of a ship at sea, did not feel at all affected. He went to all of its means in the man duning room, and remained out on deck nearly all day.

The morning was speal in the captain's room, where Mrs-ra Griscom, Scott, Cassatt, Biaine and Lord Long more sat and told stories to while away the time. One story of the sea was told by Mr. Biaine. He awe it as it was told to him by Gen. Gr it when the later was President. Grant was fond of felling this story to naval officers.

It said before the days of the Pacific Mail Seams ip line a friend of his was graduated from West Point and was assigned to the Poorth infantry, stationed at San Francisco. He set out for his post via Cape Horn, and took exactly nine months to make its journey. He was a very had sailor and was seas ex all the way around. When he rached San Francisco he found that there had been a his ake in his orders and that he should have been a saighed to the Pitth Rectiment, stationed at Fort Mackinaw. Michigan. This information was brought by the then just established po verpress. So back he was obliged to go for auther him months' stretch of norriole sickness. When he annaly reached Fort Mackinaw he found, after a week's stay, that the Fifth was to change thaces with the Fourth and go to San Francisco. When Grant saw this officer he was just starting out on his taird trip. He said to Grant: 'My father gave me my choice between the army and the navy. I foolishly selected the army. If I had selected the navy I am sure I would have had a much better chance for remaining on land." ME. BLAINE TELES A STORY. A GOOD SEA BOAT.

During the day the sea ran high, with a strong beas wind. It was shough to make my ordinary vessel roll and pitch, but there was no real movement of a discominifing kind perceptude. Few were sick. Mr. Cassait. of Philadephia, who is not a good sailor, was about with the veteran ocean travellers. No racks were required on the tables. Capt. William H. Thompson, the veteran commander of the White Star line, said to me: "I have seen an over this ship and have studied her carefully. She as beautiful vessel. I never in all my life was on such a steady sea-going boat." During the aftern on Mr. Staine t ited position with a number of the passengers. He said he was perfectly confident that marrison and Morion would be elected. Cleveland threw away a certain chance when he made the free-trade issue. That would leat him, he was confident.

A LITTLE FOLLTICS AT SEA. A LITTLE POLITICS AT SEA.

That would leat him, he was confident.

At little Politics at sea.

Mr. Blaine thought there was too much fuss made about the surplus. The United States was now a rich and prosected nation. It had tassed the need for any petty coonomy. It had resched the need for any petty coonomy. It had resched the need for any petty coonomy. It had resched the need for any petty coonomy. It had resched the need for any petty coonomy. It had resched the need for any petty coonomy. It had resched the inner when a proper expenditure of the surplus upon great public improvements would need with popular spirovat. Ar. Beams would favor being this money to cut the Florica ship canel, which would result in a saving of 800 miles to our coast trade, he would join the intrior waters for North Carolina and Virginia with a canal and save the dang re and losses of the outside service. He would favor the cutting of the Hennesin Canal joining the waters of the Mississippi with the Great Lases. These were great public works whose development would result in suddition of national wealth to the country. Such a use of surplus would be simply a wise investment of money.

As to the taking off the tax on whissey, Mr. Biaine thought the Republican policy would simply contine itself to taking the tax off pure spirits used in the arts and manufactures.

Sunday the capital posted a run of 329 miles for the twenty-toot hours, showing that the machinery was beginning to run all right. The Only, of the Red Star line, which let I queenstown it o'clock on the morring of Saturday, was p-seed during the afternoon and took his means ther, he was nore comfortable in his chair and did not move about as he had in the morning.

and did not move about as he had in the morning.

not ii), but he was more comfortable in his chair and did not move about as he had in the morning.

THE SHIP'S EUMONIST.

Marshall P. Wilder, who was the most entertaining man on the ship, is such a veteran sailor that no weather bothers him, was everywhere. He made Mr. Bisine's acquaintance Satu day, and smused him greatly with his qualint stories and character sketches. In fact, his joses and happy ways contributed greatly to whill, gawly many a dull hour. With his fan he did quite as nuch to fight away seasechess from the timb as cid the doctor.

Mon may was an ideal day. The blow of Sunday left a good sea, but the vessel swayed only just enough to show she was affoat. The day was waim. The air that came in at the ports was positively sweet. The vessel find aims begun to show some hing of the qualities clatined for her in the way of fast renning. At noon 40 knots were ported, or an average of 17% knots an hour—about wenty miles, in round numbers. There was a promise of even a better running for the increw. The builder will not essatisfied until an average of twenty-five miles is recorded and maintained.

In the evening there was a mock trial in the saloon. Marshall P. Where was tried for breach of promise. Father O'Helley, of York, Pa., presaloon. Marshall P. Whier was tried for breach of promise. Fainer O'Heiley, of York, Pa., presided. Counsel were J. R. Dos Passos, of New York, and Col. Kow isky, of California, Witnesses were summone: from among the passengers. The amusing burie-queendured for two hours, and, of course, Mr. Wilder was found guilty. Mr. Blaine was present all during the trial, and laughed very heartily at its smusing features.

Tuestay increase present all during the trial, and in Bauks. Numerous desiring vessels were seen all day. Some of them were very close to the line of the ateamers route. One lay dead in the line with her course. If it had been foggy the vessels will surely have been run down. This led to some discussion in the captain's room. Mr.

of the steamers route. One lay dead in the line with her occurse. If it had been foggy the vessel with her occurse, If it had been foggy the vessel with surely have been run down. This led to some discussion in the captain's room. Mr. Griscom sad that there on, he to be some intercational law or agreement to prevent any of the great Atlant cills ras crossing these fishing grounds.

Said he: "We only save 100 miles in crossing here. I would be glad to go lower down if my competitors would only do the same thing."

Mr. Grascom only make the suggestion out of humanity. The fishermen have to come here. Tae Aliantic steam rase not ooliged to come. Every now and then a fishing bark is run down and all hands reloat. There are so many tardahips connected with this class of work that the extreme stanger of being run down in any foggy of dark ingst should be removed.

At non of Tursday the run posted 441 knots, stowing a st ady gain. The dighest run of the Etyrun was said to be 507 knots as the run she will make within the mexitimory removed.

Along the banks it was misty, forgy and rainy. There was a long swell on in this quarrier, which brought out the rarks on the tables for the sire time. Mr. Blaine remined on the deck all day in my connected with the crossing the people should go there after supper and he down on the brought out the rarks on the tables for the sire time. Mr. Blaine remined on the deck all day in my connected with the crossing the people should go there after supper and he down on the brought out the rarks on the tables for the sire time. Mr. Blaine remined on the deck all day in my connected with the captain of the proper should be destroyed. If the people should go there after supper and he down on the brought out the rarks on the tables for the sire time. Mr. Blaine remined on the deck all day in my connected with the captain of the proper should be destroyed. If the people should go there after supper and he down on the brought out the rarks on the tables for the sire time. Mr. Blaine remined on

brought out the racks on the tables for the first time. Mr. Blaine rem. Inco on the deck all day in ms chair, and took as meals in the open air, preferring to not so down to the dining-room.

Capt. Thompson this morning marked on the rail forward the prediction that we would be off the bar at 4.50 Thursday afternood, although none of the ship's officers seld out any hopes of arriving earlier than Friday morning.

Towards the close of the day it became hazy, foggy and, rainv. Just before 6 o'clock the log thickened so that the region was started. Suddenly there was a call from out the fog and darknes, and then there appeared the dark hull and body of the City of Calcago on her way to liverpool. The two vessels were not over a quarrer of a mile apart when they passed. It was close enough to create a feeling of uneasiness in connection with the fog and thick night.

The foghorn was kept going the greater part of Tneedsy night. Wedness any morning the voyage. The vessels no longer rolled, All of the sick people were able to be out. During the morning it rained, but towards noon it charted, so that goes ping and visiting could be resumed.

No more fashing vessels were seen. A sounting

but towards noon it cleared, so that goss.ping and vasting could to resumed.

No more fishing vessels were seen. A spouting whate was seen early in the morning. This was regarded as very important, as such a sight is regarded as a piece of good luck for a vessel on her unit voyage.

At 12 M. the run of 425 knots was posted. The cause for the filling off was a delay in the night for the purpose of avoiding overheating the engines.

ENTERTAINMENT ON SHIP BOARD.

ENTERTAINMENT ON SHIP BOARD.

The afternoon continued to be pleasant. During the evening an entertainment was given in the salcon. This was more than ordinarly successful, owing to the as latance of a number of the professional people on board. The impresario who arranged the entertainment was Mr. Ferguson-Cowan, of London. The professionals who continued most of the pleasure of the evening were Francis Wilson, M. P. Wilder and Evansand Hoev, Mr. Wilson and the two last named, with the assistance of an amsteur of the name of Johnson, contributed an original quartet entitled "Bric-a Brac." It was very funny and was most enthusiastically obserted. Mr. Wilson's Chieses speech made also a great hit. Mr. Wilder, who was a universal favorite on board ship, made every one laugh with his odd sketches and studies of character. The Earl of Donoughmore recited Hoo.'s "The Last Mah" in a very effective way. He has a good voice and an easy manner. Mr. blains presided at the entertainment and announced each number of the programme, lie never looked in hetter health or so trist than when he presided over this very pleasant gathering. Lord Donoughmore, in a brief and graceful speck, thanked Mr. Blaine in the name of he passengers for his share in the evening's entertainment. Mr. Baine, in reply, congratinated the performers, and dwell in brief out compilmentary terms upon the aggregation of talent found in this chance gathering of English-speaking people.

Thursday the sea was smoother even than the proverbial milipond. It was a hazy, warm day, The vessel occasionally ran through thick bents of fog, but the day was devoid of any marked incident.

T. C. Chawford.

A LIBEL ON THE PEOPLE.

MR. SCHULTE'S ARGUMENT AGAINST THE STUTVESANT PARK OPENING.

He Thinks the People Are Not Fit to Se Trusted in Their Own Park in the Evening-talls Bryant Park an Ass'gnation Place and Pays Stayvesant Park Will Be Just Like It-These Are Slanders on the Morality of the Common People.

The full text of Mr. Jackson S. Schultz's

libel upon the common people of the east

side is given below. Mr. Schultz has made himself the most conspicuous opponent of the opening of Stuyvesant Park in the even. ing, and the sort of argument he advances is worth producing. Mr. Schultz has a great capacity for discovering nuisances. Not long ago he made a futile attempt to stop the bells of St. George's Caurch on the ground that they were a The chances are that his ennuisance. deavor to deprive the people of the full enjoyment of a park belong ng to them will be equally futile. That his slurs upon the morality of the peop e should be hotly re. sented is not strange. That in a big city there is a great deal of immorality may be ad. mitted, but that it is a peculiar characteristic of the working classes of the east side is not likely to be admitted on Mr. Schultz's say-so. Here are Mr. Schultz's observations as taken from the notes of the official reporter

of the Park Commission : "What will be the effect in case Stuyvesant Park is opened? We all know the history of Tompkins Square. We all know the kind of people who live around it. The majority of the houses are lager-beer saloons. On our square there is not a single beer shop or rum shop,

" Now, what would be the effect if Stuyvesant Park is opened at night? We would get there the same experience that Tompkins get there the same experience that companies Square has had. All our houses would be converted into beer shops. I have no doubt that Mr. Fish's house, aurrounded with its large garden, would rent for a lager-beer saloon at a higher price than now, yet I don't think that Mr. Fish would like to have it so converied. With Mr. Sunyesant have it so conver.ed. With Mr. Stuyvesant it is the same. These people have taken up their aboue on that aquare because they thought they were protected from this nuisance. Take Mr. Clafin, who has built an elegant house there a large expense, and also Mr. Webster; all these expenditures will be lost if this park has got to be opened at

night.
You know how much trouble we had to take care of the Reservoir (Bryant) Park. I don't know whether that park is kept open all night or not.

All night or not."
A Commissioner—It is.
Mr. Schultz—You know exactly what happens every night. You know how you are aunoyed, and I know it has been an assignaannoyed, and I know it has been an assigna-tion ground for a great many years. I know the Board has had this subject up, and whether they have decided to open and keep open Stuyvesant Park I don't know. If this park could be opened for one hour later than sunsown; if you had the power and could see how it is rea-ouable to have it open dur-ing daylight, when it is light enough to see, I don't think there would be any objection. L'live there and see these people turned out I don't think there would be any objection. If live there and see these people turned out at sundown, and it seems to be very hard. I am sorry to see it. I would like to see them remain until the light goes down. I am not a very big aristocrat. But no one is going to live there if the nuisances come. I am not prepared to say it is going to damage property. Some say it will damage each piece of property \$5,000. I think if you got in a lager-beer saloon or a dance house they will perhaps bring more rent than the property does now, saloon or a dance house they will perhaps bring me re re nt than the property does now, but the people who live there want to do so and not be disturbed. I assume if you put the gas in you will kill the trees and shrubbery, and you will, therefore, have to but in electric lights; and you know how many men it will require to keep order.

President Robb—We don't put in the lights

lights.
Mr Schultz-Somebody does.
Commissioner Hutchins-The city does.
Mr. Schultz-The question is, how much
Mr. Schultz-With regard to the morality
they will cost. they will cost. With regard to the morality of the thing, look at the trouble you are having now in a certain park at present. It would be unsafe to 1? the public into Stayresant Park in the evening without a large posice force unless the

trees are cut dozen.

In the Interst of the Poor Man. To the Editor of The Evening World

As a daily reader of THE EVENING WORLD (the people's paper). I send you enclosed the Stuyvesant Park petition signed with my name. I often have had occasion to pass that park after sunset, and was with other people in the belief that that park was "private." But it was left for The Evening World find out the facts. Every citizen should sign the petition and praise The Evening World for the effort made in the interest of the poor man. "Open the Gates" and down with monopoly.

Ph. Heinsberger.

SHERIDAN.

Swift through the evening's shadows came To a little cottage by the sea.

Where a stricken warrior lay. He bore a message, 'twas the last To fall upon the warrior's ear. 'Report at once to Me," so read The Great Commander's order clear-

And the brave soul, undaunted, mot With calm salute the rider pale, In conscious strength of duty done, The warrior's courage did not fail.

And where the mighty of the past Encamp forever, close around Their Great Commander, will the soul Of Speridan henceforth be found.

While we his glorious deeds can sing, And point the upward way he trod, Still higher tas be pitched his tent, Near his soul's commander, God.

Sick Headache

makes it seem almost footish to allow the trouble to contime. By its tonion and invigorating effect up digestive organs. Hood's Sarsaparilla readily give when hesdachs arises from indigestion, and in se-conditions by building up the debintated system. Sarvaparilla removes the cause and hence overcos